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NOTICE OF HEARING ON DRAFT ENVIRONMENTAL IMPACT REPORT

February 27, 1992 • San Francisco Independent

DEPARTMENT OF CITY PLANNING ENVIRONMENTAL REVIEW

Notice is hereby given to the general public of the following actions under the Environmental Review Process: documents concerning these projects are available for public inspection at the Department of City Planning, 450 Alister Street, 5th Floor, San Francisco, California 94102.

BR REQUIREMENT

The initial evaluation conducted by the Department of City Planning determined that the following project may have significant effects on the environment and that an Environmental Impact Report (EIR) must be prepared.

91.159E: 801 Market Street
Lessors Block 3705, Lots 1, 46 & 47.
Proposed renovation of existing Pacific Building, at southwest corner of Market and Fourth Streets, and Pacific II Building at 22 Fourth Street, plus new construction of 10-story building on Geary Street, near Fourth Street. Project would integrate all three structures into a single retail/office complex containing about 486,000 gsf of office, 123,000 gsf of retail, 74,400 gsf of parking and loading, and 26,500 gsf of open space.

BARBARA W. SAHM

Environmental Review Officer

2/27/92 - 1A

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Pacific Center initial
study
1992.

**NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED**

Date of this Notice: February 27, 1992

Lead Agency: City and County of San Francisco, Department of City Planning, 450 McAllister Street, 5th floor, San Francisco, CA 94102

Agency Contact Person: Paul Maltzer

Telephone: (415) 558-6391

Project Title: 91.159E: Pacific Center

Project Sponsor: Ahmanson Commercial Development Co.

Project Contact Person: Monroe Townsend

Telephone: (510) 839-0977

Project Address: 801 Market Street, southwest corner of Fourth and Market Streets

Assessor's Block(s) and Lot(s): 3705/1, 46, 47

City and County: San Francisco

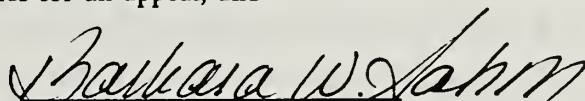
Project Description: The project would consist of adaptive reuse of the historic Pacific Building (Pacific I), the renovation of an adjacent 16-story office building (Pacific II), and the construction of a ten-story building on the Pacific III site. The project would integrate these three buildings into a single structure, that would be a vertical retail and office complex organized around a seven-story courtyard. All office space in existing structures would be converted to retail use with the exception of the top six stories of Pacific II. The proposed project would contain a total of about 486,000 sq. ft. of retail space (including department stores, small retail stores and restaurants); a reduction of existing office space to about 123,000 sq. ft.; parking, loading and mechanical space of about 74,420 sq. ft.; and about 26,580 sq. ft. of public open space, for a total development of about 710,000 gross sq. ft. Off-street parking and loading would provide 20 delivery van spaces, ten truck loading spaces, and tandem-valet operation for 130 cars on two basement levels and at grade. Basement parking and van loading dock entry and egress would be from Fourth Street (just north of the Victorian Hotel); access to truck loading docks would be from Jessie Street.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the Secretary of the State for Resources, Section 15063 (Initial Study), 15064 (Determining Significant Effects), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Please see attached Initial Study

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: March 19, 1992.

An appeal requires: 1) a letter specifying the grounds for an appeal; and
2) a \$75. filing fee.


Barbara W. Sahn
Environmental Review Officer

PACIFIC CENTER
INITIAL STUDY
91.159E

I. PROJECT DESCRIPTION

Ahmanson Commercial Development Company proposes to develop an approximately 710,000 sq. ft. vertical retail and office complex through new construction and rehabilitation of existing buildings. The project sponsor's objectives are to develop a retail project containing retail and office uses, and to rehabilitate and restore an historically significant building for contemporary use.

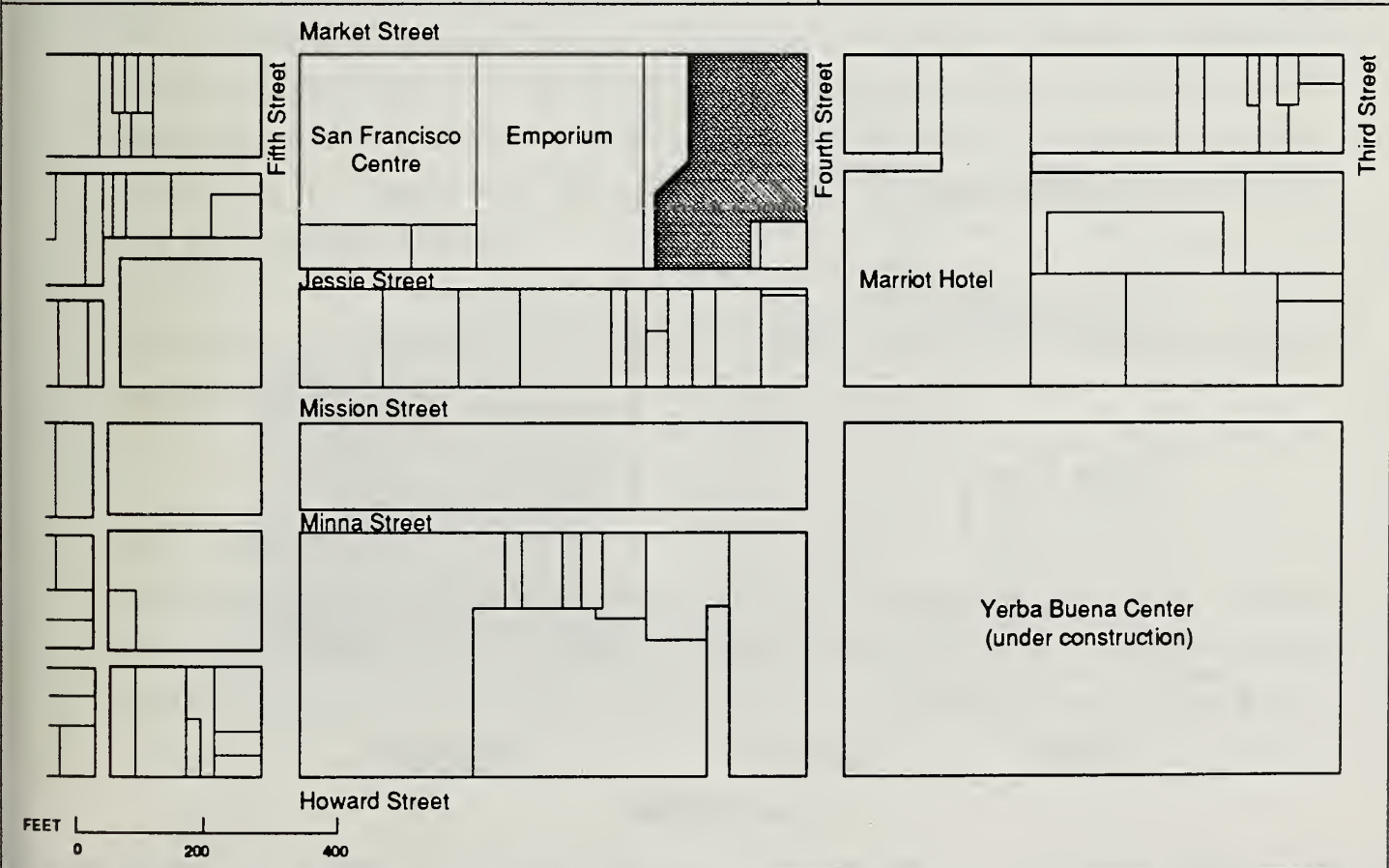
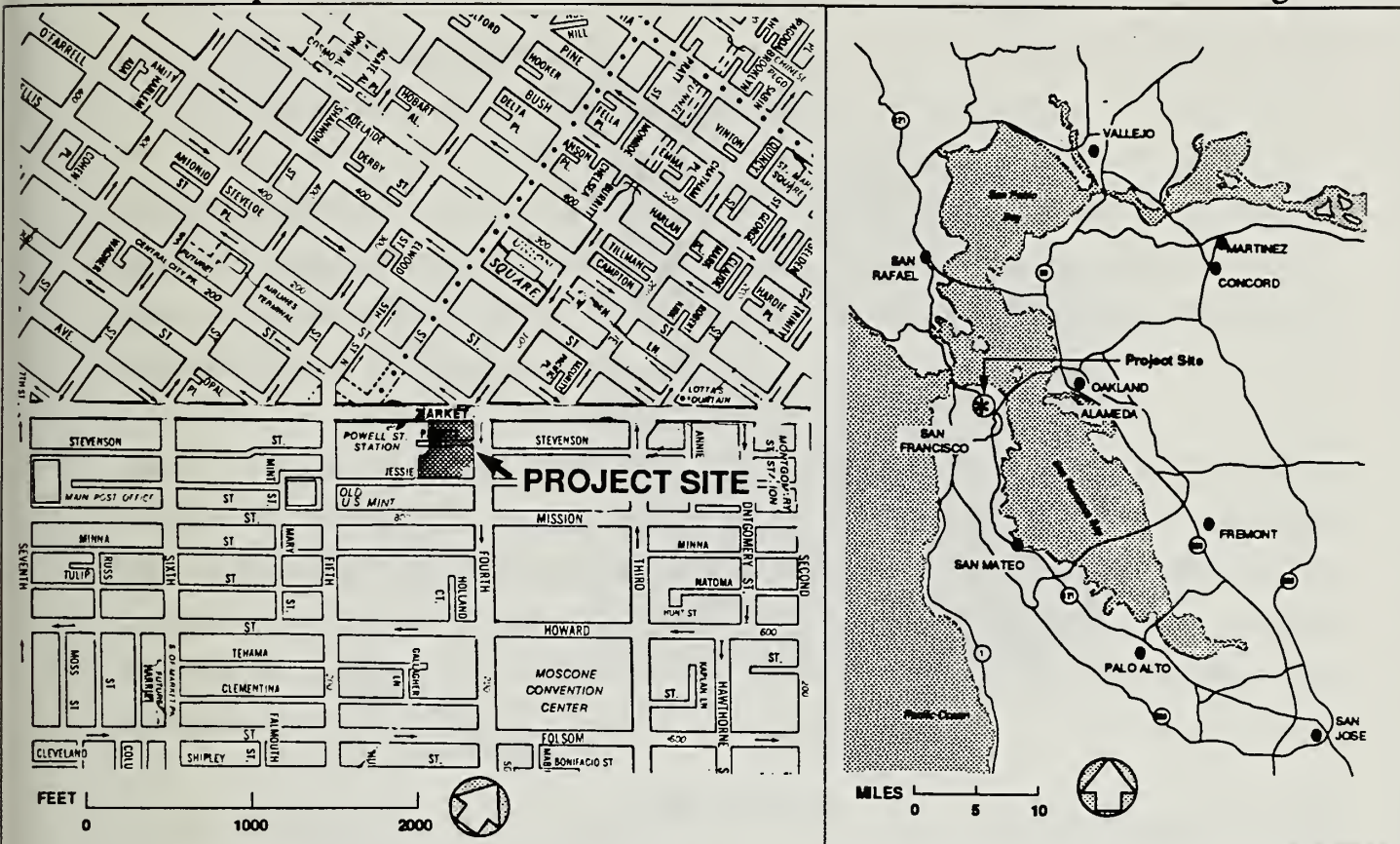
The proposed project would be located at 801 Market Street, at the southwest corner of the intersection of Fourth and Market Streets. The 67,763-square-foot (sq. ft.) project site is located on Lots 1, 46 and 47 of Assessor's Block 3705. The project site is bounded by Market Street, Fourth Street, the Victorian Hotel at the southwest corner of Jessie and Fourth Streets, Jessie Street, and the 308 Jessie Street and 833 Market Street buildings (see Figure 1, page 3). The project site contains the nine-story, 254,453-sq.-ft. Pacific Building at the corner of Fourth and Market Streets (known as Pacific I); the 16-story, 275,465-sq.-ft. 22 Fourth Street building on Fourth Street between Market and Jessie Streets (known as Pacific II); and a loading dock and service area on Jessie Street (known as Pacific III). The site is in the C-3-R (Downtown Retail) use district and in two height and bulk districts: 120-X and 160-S.

The project would consist of adaptive reuse of the nine-story historic Pacific Building (Pacific I), the renovation of an adjacent 16-story office building (Pacific II), and the construction of a ten-story building on the Pacific III site. The project would integrate these three buildings into a single structure that would be a vertical retail and office complex organized around a seven-story courtyard (see Figure 2, page 4). With the exception of the top six stories of Pacific II, all office space in existing structures would be converted to retail use. The proposed project would contain a total of about 486,000 gross sq. ft. of retail space (including department stores, small retail stores and restaurants), a reduction in the existing office space from about 416,725 sq. ft. to about 123,000 sq. ft., parking, loading and mechanical space of about 74,420 sq. ft., and about 26,580 sq. ft. of public open space, for a total development of about 710,000 gross sq. ft. Off-street parking and loading would provide 20 delivery van spaces, ten truck loading spaces and tandem-valet operation

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Pacific Center
Site Location Map

Figure 1



SOURCE: EIP ASSOCIATES

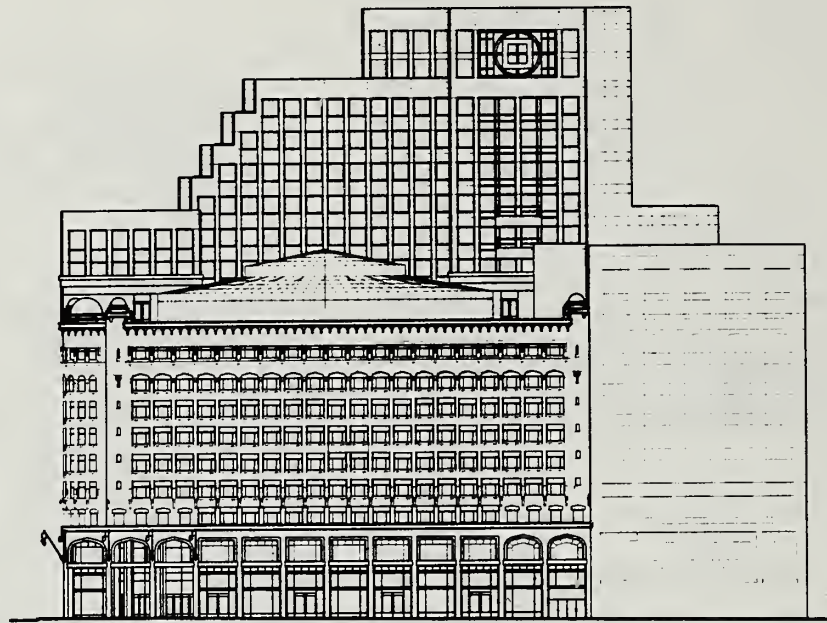


Project Site
Assessor's Block 3705
Lots 1, 46 and 47

89311

PACIFIC CENTRE
MARKET STREET AND FOURTH STREET ELEVATIONS

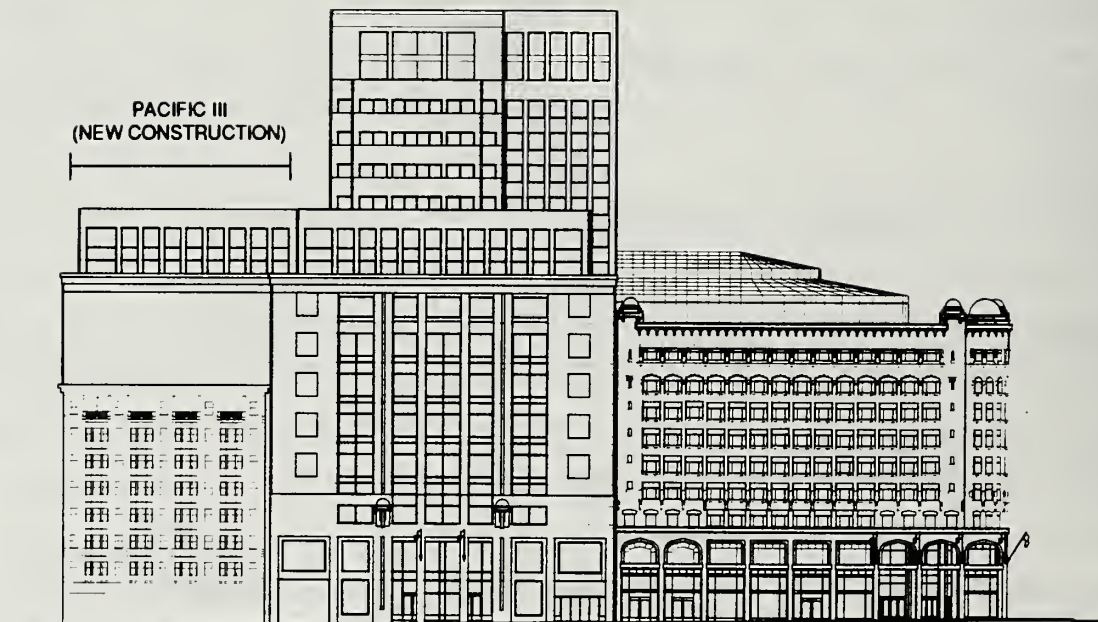
FIGURE 2



PACIFIC BUILDING
(PACIFIC I)

833
MARKET STREET

MARKET STREET



PACIFIC III
(NEW CONSTRUCTION)

VICTORIAN
HOTEL

22 FOURTH STREET
(PACIFIC II)

PACIFIC BUILDING
(PACIFIC I)

FOURTH STREET

parking and van loading dock entry and egress would be from Fourth Street (just north of the Victorian Hotel); access to truck loading docks would be from Jessie Street.

The basic permitted floor area ratio (FAR) is 6:1; the maximum allowable FAR, including transferable development rights (TDR) is 9:1. The overall FAR of the project would be about 9:1, which would be achieved by the use of approximately 79,950 sq. ft. of TDR from as yet unidentified lots in the C-3 District.

The Pacific Building is designated as a Category I (Significant) Building in Appendix A to Article 11 of the San Francisco *City Planning Code*, referenced in the Downtown Plan, and is within the Kearny-Market-Mason-Sutter Conservation District identified in Article 11, Appendix E. This reinforced concrete building currently contains 27,264 sq. ft. of ground floor retail space and about 227,189 sq. ft. of upper floor office and/or apparel mart space. This building would be rehabilitated and restored, and would contain a central seven-story courtyard.

The amount of gross floor area in Pacific I would be reduced from about 254,453 sq. ft. to 187,900 sq. ft., a decrease of about 66,553 sq. ft. The Pacific I and Pacific II buildings would both be reconfigured internally to correct the existing offset levels. Pacific II would contain office and retail space; the total amount of usable space in Pacific II would be reduced from about 275,465 sq. ft. to 263,500 sq. ft., a decrease of 11,965 sq. ft. Construction of Pacific III would add about 157,500 gross sq. ft. of space to the site.

The estimated construction cost of the project would be about \$60 million (1991 dollars), including excavation and building shell.

II. INTRODUCTION

The Pacific Center EIR will incorporate information, as appropriate, from previously published Program EIRs. Most of that information is related to cumulative impacts of downtown growth contained in the *Mission Bay EIR* (Case No. 86.505E), *South of Market Plan EIR* (Case No.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

85.463E, Final EIR certified December 7, 1989), and the *Downtown Plan EIR* (Final EIR certified October 18, 1984, Case No. EE81.3). The *Mission Bay EIR* covers the impacts of potential development in a 300-acre area just south of the greater downtown, from Townsend Street to 16th Street, east of the I-280 freeway. The *South of Market Plan EIR* analyzes impacts of development under the *South of Market Plan* development controls and alternatives in the area generally south of Mission Street to the Mission Bay planning area and east of U.S. 101 to the Rincon Hill area east of Second Street. The *Downtown Plan EIR* analyzes the impacts of various development policy alternatives in the C-3 (Downtown) zoning districts in San Francisco.

The *Mission Bay* and *South of Market EIRs* include the most current estimates of employment growth for the Downtown & Vicinity, including Mission Bay, and for the rest of the City; revised analysis and conclusions regarding overall cumulative transportation impacts in the future; and new cumulative air quality information. (The term "Downtown & Vicinity" means the C-3 District and the areas around it: South of Market, Mission Bay, South Van Ness, Civic Center, and the Northeastern Waterfront. See *Mission Bay EIR*, Vol. II, pp. IV.4-5.) The *Downtown Plan EIR* contains other cumulative impact information on such topics as energy consumption, community services and seismic effects that are also applicable to the Pacific Center project.

Where information from those areawide EIRs is presented in the Pacific Center EIR, it will be incorporated by reference with a summary, pursuant to CEQA Sections 21061 and 21003 (see also State CEQA Guidelines Section 15150). Those reference documents are available for public review at the Department of City Planning, Office of Environmental Review, 450 McAllister Street, San Francisco, the San Francisco Main Library and various branch libraries.

III. SUMMARY OF POTENTIAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

Construction and operation of the Pacific Center project are examined in this Initial Study to identify the project's potential effects on the environment. The proposed project itself, or cumulatively with other similar projects in the vicinity, might generate environmental impacts that could be considered significant; such impacts will be analyzed in the Environmental Impact Report (EIR) for the project. These potential environmental impacts could occur in the areas of

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

transportation, construction-related noise impacts, traffic-generated and cumulative air quality, visual quality and architectural resources. For informational purposes, the EIR will also discuss land use, relationship of the proposed project to the *Master Plan* and the *Planning Code*, urban design, employment and seismicity.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential impacts were determined either to be insignificant or to be mitigated through measures included in the project. These items are discussed in Section IV below and require no further analysis in the EIR.

Glare. The proposed project would not generate any light or glare impacts on other properties. Mirrored glass would not be used (see mitigation measure on page 34).

Operational Noise. The project would not be affected by ambient noise levels due to the inclusion of noise insulation features in the project design. Project operation, including traffic generated by the project, would not significantly increase the ambient noise levels in the project vicinity. Operational noise would be regulated by the San Francisco Noise Ordinance, and the project would conform to the Noise Guidelines of the Environmental Protection Element of the Master Plan. Construction noise is a potentially significant effect that will be discussed in the EIR.

Construction Air Quality. Construction activities could cause a temporary violation of ambient air quality standards in the site vicinity; a measure to reduce emissions generated during construction activities to an insignificant level is included in the project (see page 34).

Biology. The proposed project site is completely developed; therefore, the project would not affect any rare or endangered species or habitats and would not interfere with any resident or migratory species.

Geology/Topography. A geotechnical report would be prepared by a California-licensed soils engineer. Building excavation and construction would conform to the recommendations of that report. Measures to mitigate potential impacts associated with excavation are included in the project (see page 34). Seismic issues will be discussed in the EIR.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Water. The project site is completely covered by impervious surfaces; therefore, the proposed project would not affect water quality or other water resources.

Utilities/Public Services. The proposed project would increase the demand for utilities and public services but would not require additional personnel or equipment. The project would contribute to the cumulative demand for public utilities and services in the Downtown area. Such impacts anticipated from cumulative Downtown development were analyzed in the *Downtown Plan EIR* (EE81.3, Final EIR certified October 18, 1984), and no significant impacts were identified. This information remains current and valid, and this topic will not be discussed in the EIR. The *Downtown Plan EIR* may be examined at the Department of City Planning, 450 McAllister Street, the San Francisco Main Library, and various branch libraries.

Energy/Natural Resources. The project would be constructed to conform with the energy requirements of Title 24 of the *California Code of Regulations*. It would not encourage activities that would result in the wasteful use of energy or have a substantial effect on a natural resource. Cumulative and indirect effects, including those of the project, are addressed in the EIR prepared for the Downtown Plan. That information remains current and valid, and requires no further analysis; therefore, it will not be discussed in the EIR for the project.

Hazards. The buildings to be remodeled could contain asbestos-containing materials (ACMs). Mitigation measures to ensure project compliance with applicable regulations for asbestos abatement are included in the project (see page 35). In addition, the remodeled buildings would comply with current building codes, including those pertaining to seismic and fire safety. Possible soil contamination of the site will be discussed in the EIR. Once constructed, the project would not create a health hazard or be affected by hazardous uses. Mitigation measures to ensure project compliance with the City's *Emergency Response Plan* are included in the project (see pages 34 and 35).

Housing. The proposed project would not include the construction of any residential units, nor would it result in the demolition of any residential units.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Cultural. The project would include little or no excavation; therefore, potential impacts to underlying cultural resources are limited. Mitigation measures to protect such resources, should the project excavate below existing basement levels, are included in the project (see pages 35-36).

IV. ENVIRONMENTAL CHECKLIST AND DISCUSSIONS

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<u>Not Applicable</u>	<u>Discussed</u>
1. Discuss any variances, special authorizations, changes proposed to the <i>City Planning Code</i> or Zoning Map, if applicable.	—	<u>X</u>
*2. Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	<u>X</u>	—

The project would comply with the *City Planning Code* requirements concerning height and use in the C-3-R (Downtown Retail) District and the 120-X and 160-S Height and Bulk Districts in which the proposed 9-16 story, approximately 710,000 gross sq. ft. retail project would be located. The Pacific I building is rated as a Category I significant building. As such, the proposed project would require review under Article 11 of the *Planning Code* as an alteration to a significant building (see further discussion below, at pp. 31-33). The relationship of the proposed project to the policies of the San Francisco Master Plan, including the Downtown Plan, and provisions of the *City Planning Code*, will be discussed in the EIR. The project would not conflict with other adopted plans or goals; however, issues related to the project's compatibility with zoning and plans will be discussed in the EIR.

The project would use about 80,000 sq. ft. of transferable development rights (TDR) from as yet unidentified lots in the C-3 District, as allowable under *City Planning Code* Section 128.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

B.	ENVIRONMENTAL EFFECTS	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
1.	<u>Land Use.</u> Could the project:			
	*a. Disrupt or divide the physical arrangement of an established community?	—	<u>X</u>	<u>X</u>
	b. Have any substantial impact upon the existing character of the vicinity?	—	<u>X</u>	<u>X</u>

The proposed project site is located in the C-3-R District (Downtown Retail) District and the 120-X and 160-S Height and Bulk Districts. This area is characterized by a mix of department and specialty stores, hotels, office and commercial buildings, above ground floor retail and restaurant uses. The south of Market Street area in which the project site is located has historically supported printing, wholesaling and light industrial uses. The proposed project would include the following actions: rehabilitation and renovation of the existing Pacific Building (Pacific I); renovation of the adjacent 10-16 story 22 Fourth Street office building (Pacific II); construction of a 10-story building on the Pacific II site; and integration of these elements into a single complex containing retail and office uses. The proposed project would increase the intensity of uses on site, and add retail and restaurant as new uses on the site. The project would contain about 74,420 sq. ft. of parking, loading and mechanical space, which could accommodate approximately 130 vehicles under tandem-valet operation, 20 delivery van spaces and 10 truck loading spaces.

Section 210.3 of the *City Planning Code* states that the C-3-R (Downtown Retail) District "is a regional center for comparison shopper retailing and direct consumer services. It covers a compact area with a distinctive urban character, consists of uses with cumulative customer attraction and compatibility, and is easily traversed by foot." The project would be compatible with the C-3-R land use designation.

While no significant change in land use would result from the project, land use and zoning issues will be discussed in the EIR.

The scale of the project in relation to surrounding development will be discussed in the Urban Design section of the EIR.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

2.	<u>Visual Quality.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a.	Have a substantial, demonstrable negative aesthetic effect?	<u>X</u>	—	<u>X</u>
b.	Substantially degrade or obstruct any scenic view or vista now observed from public areas?	—	<u>X</u>	<u>X</u>
c.	Generate obtrusive light or glare substantially impacting other properties?	—	<u>X</u>	<u>X</u>

The EIR will discuss the potential aesthetic effects of the proposed project, as they relate to Article 11 of the *City Planning Code* and alterations to significant buildings (see pages 31-33 below). The EIR will discuss the proposed project's design, appearance and scale in relation to surrounding development. The EIR will provide photomontages that illustrate the way the proposed project would appear once constructed. The proposed project would not include any reflective glass and would not cause any glare impacts on nearby pedestrians or autos. The proposed project would comply with *City Planning Code* Resolution 9212, which prohibits the use of mirrored or reflective glass. The EIR, therefore, will not discuss glare impacts of the proposed project.

The EIR will discuss the proposed project's relationship to the urban design policies of the *Downtown Plan* and the objectives and policies of the Urban Design Element of the Master Plan.

3.	<u>Population.</u> Could the Project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a.	Induce substantial growth or concentration of population?	—	<u>X</u>	<u>X</u>
*b.	Displace a large number of people (involving either housing or employment)?	—	<u>X</u>	<u>X</u>
c.	Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	—	<u>X</u>	<u>X</u>

The proposed project would not include the construction of any residential units, nor would it result in the demolition of any residential units. This issue will not be discussed further in the EIR. The proposed project would develop less than 25,000 sq. ft. of new office space, and is

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

therefore exempt from *City Planning Code* Section 313, Housing Requirements for Office Development Projects. This issue will not be discussed further in the EIR.

There are currently about 113 persons employed on the project site. Thirty-seven retail employees work on the ground floor of Pacific I. In Pacific II, there are 64 office workers, two retail employees, and 10 contract laborers (six security, two janitorial and two building engineering).¹ Project-specific employment information regarding number and type of employees on site with the proposed project, including business displacement, will be included in the EIR.

1. Mary Olsen, Vice President and General Manager, 821 Market Street Association, telephone conversation, October 7, 1991.

4.	<u>Transportation/Circulation.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a.	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	<u>X</u>	—	<u>X</u>
b.	Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	<u>X</u>	—	<u>X</u>
c.	Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	<u>X</u>	—	<u>X</u>
d.	Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	<u>X</u>	—	<u>X</u>

Additional employment at the site would result in increased demand on existing transportation systems. The proposed project would cause traffic circulation problems and increases in traffic, transit and parking demand. The number of pedestrians in the area would also increase. The traffic entering and exiting the proposed project's parking garage on Fourth Street would affect the traffic on Market, Fourth and Mission Streets, all Transit Preferential Streets. The EIR will discuss traffic increases and circulation impacts as they relate to the operation of the street and freeway network in the project vicinity. Impacts on transit operations on Market, Mission, and Fourth Streets will be discussed.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

The proposed project would provide a total of 20 delivery van spaces, 10 truck loading spaces, and tandem-valet operation for 130 cars. There are currently two basement levels containing 161 regular parking spaces and four handicapped parking spaces on the site. Trip generation and parking demand will be discussed in the EIR.

The cumulative transportation effects of development in the C-3 Districts (including the project) have been analyzed in the *Downtown Plan EIR*, and updated in the *Mission Bay EIR* and *South of Market EIR*. In certifying the *Downtown Plan EIR*, the City Planning Commission determined that cumulative transportation impacts would be significant. The cumulative analysis contained in the *Downtown Plan*, *Mission Bay*, and *South of Market Plan EIRs* will be incorporated by reference and summarized in the Pacific Center EIR, and the project's effects in relation to cumulative impacts will be discussed.

5. <u>Noise.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Increase substantially the ambient noise levels for adjoining areas?	<u>X</u>	<u>—</u>	<u>X</u>
b. Violate Title 24 Noise Insulation Standards, if applicable?	<u>—</u>	<u>X</u>	<u>X</u>
c. Be substantially impacted by existing noise levels?	<u>—</u>	<u>X</u>	<u>X</u>

The noise environment of the site, like all of downtown San Francisco, is dominated by vehicular traffic noise. The *Downtown Plan EIR* indicates a day-night average noise level (L_{dn}) of 73 dBA on Fourth Street and on Market Street near the site in 1984, and predicts a 1 dBA increase to 74 dBA, on both streets in year 2000.^{1,2} The Environmental Protection Element of the *Master Plan* contains guidelines for determining the compatibility of various land uses with different noise environments; guidelines are more restrictive for office use than for commercial retail use. For office use, the guidelines recommend no special noise control measures in an exterior noise environment up to an L_{dn} of 70 dBA. For noise levels of 75 dBA and above, the guidelines recommend an analysis of noise reduction requirements and inclusion of noise insulation features in the building design. The project sponsor has indicated that noise insulation measures would be

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

included as part of the design. The proposed structure would not include housing, so Title 24 Noise Standards would not be applicable.

Project operation would not result in perceptibly greater noise levels than those existing in the area. The amount of traffic generated by the project during any hour of the day, and cumulative traffic increases at the time of project completion, would cause traffic noise to increase by 1 dBA or less. To produce a noticeable increase in environmental noise, a doubling of existing traffic volume would be required; traffic increases of this magnitude would not occur with anticipated cumulative development including the project.³

The project would be required to comply with the San Francisco Noise Ordinance, *San Francisco Police Code* Section 2909, "Fixed Source Noise Levels," which regulates mechanical equipment noise. The project site and surrounding area are within the C-3-R District. In this district, the ordinance limits equipment noise levels at the property line to 70 dBA between 7:00 a.m. and 10:00 p.m. and 60 dBA between the hours of 10:00 p.m. and 7:00 a.m. During lulls in traffic, mechanical equipment generating 70 dBA could dominate the noise environment at the site. The project engineer and architect would include design features in the building to limit mechanical equipment noise levels to 60 dBA. As equipment noise would be limited to 60 dBA to meet the nighttime limit, it would not be perceptible above the ambient noise levels in the project area. Discussion of operational noise will not be discussed in the EIR.

Building construction would temporarily increase noise in the site vicinity. Impacts of construction noise will be discussed in the EIR.

1. San Francisco Department of City Planning, *Downtown Plan Environmental Impact Report (EIR)*, EE81.3, certified October 18, 1984. Vol 1, Table IV.J.2.

2. dBA is a measure of sound in units of decibels (dB). The "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound. L_{dn} , the day-night average noise level, is a noise measurement based on human reaction to cumulative noise exposure over a 24-hour period, taking into account the greater annoyance of nighttime noises; noise between 10:00 p.m. and 7:00 a.m. is weighted 10dBA higher than daytime noise.

3. See *Downtown Plan EIR* (Vol. 1), Section IV.E. generally and Section IV.J., pp. IV.J.8-18. Increases of 1 dBA or less in environmental noise are not noticeable by most people outside a

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

laboratory situation (National Academy of Sciences, Highway Research Board, Research Report No. 117 (1971)). (See also *FHWA Highway Traffic Noise Prediction Model*, Report No. FHWA-RD-77-108, December 1978, p.8, regarding doubling of traffic volumes producing increases on 3 dBA or more, which are noticed by most people.)

6. <u>Air Quality/Climate.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	<u>X</u>	<u>—</u>	<u>X</u>
*b. Expose sensitive receptors to substantial pollutant concentrations?	<u>—</u>	<u>X</u>	<u>X</u>
c. Permeate its vicinity with objectionable odors?	<u>—</u>	<u>X</u>	<u>X</u>
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	<u>—</u>	<u>X</u>	<u>X</u>

Two types of air quality impacts could be expected from the proposed project: long-term impacts related to use and operation of the project and short-term impacts resulting from construction activity. Project-related and cumulative downtown traffic could be expected to contribute to existing air pollution near the site and will be discussed in the EIR.

Construction activities would temporarily affect local air quality. No materials would be burned during renovation and construction activities, nor would any objectionable odor be created. Renovation and other construction activities would affect local air quality for up to 24 to 28 months, however, by increasing total suspended particulates (TSP). Dustfall could be expected at times on surfaces within 200 to 800 feet. Under high wind conditions exceeding 12 miles per hour (mph), localized effects, including human discomfort, might occur downwind from blowing dust. Construction dust is composed primarily of large particles that settle out of the atmosphere more rapidly with increasing distance from the source. More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases, as well as sensitive electronic or communications equipment. The project sponsor would require the contractor to wet down the construction site twice a day during construction to reduce particulates by at least 50 percent (see page 34).

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Diesel-powered equipment would emit, in decreasing order by weight, nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons, and particulates. This would increase local concentrations temporarily but would not be expected to increase the frequency of violations of air quality standards. The project sponsor would require the project contractor to maintain and operate construction equipment in such a way as to minimize exhaust emissions (see page 34). Construction air quality effects require no further analysis and will not be included in the EIR.

The cumulative effects on air quality of traffic emissions from traffic generated by development in the C-3 districts including the project are analyzed in the *Downtown Plan EIR*. The *Downtown Plan EIR* (No. EE81.3, Final EIR certified October 18, 1984) may be examined at the Department of City Planning, 450 McAllister Street, sixth floor, the San Francisco Main Library and various branch libraries. In certifying the *Downtown Plan EIR*, the City Planning Commission determined that cumulative air quality impacts would be significant. The *Downtown Plan EIR's* cumulative analysis of air quality will be incorporated by reference, and the project's effects in relation to cumulative effects will be discussed. The analysis and conclusions of the *Downtown Plan EIR* remain current regarding future and project conditions.

The project's potential shadowing impacts on sidewalks, parks and other open spaces will be discussed in the EIR. The analysis will include shadow diagrams.

Section 148 of the *City Planning Code* establishes comfort criteria of 11 miles per hour (mph) equivalent wind speed for pedestrian areas and seven mph for seating areas, not to be exceeded more than ten percent of the time, year around between 7:00 a.m. and 6:00 p.m. Project wind effects, including the results of wind tunnel testing and the effects of the project in relation to the *City Planning Code* criteria, will be discussed in the EIR.

7.	<u>Utilities/Public Services.</u>	Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a.	Breach published national, state or local standards relating to solid waste or litter control?		—	<u>X</u>	—
*b.	Extend a sewer trunk line with capacity to serve new development?		—	<u>X</u>	—
c.	Substantially increase demand for schools,				

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

recreation or other public facilities?	—	<u>X</u>	<u>X</u>
d. Require major expansion of power, water, or communications facilities?	—	<u>X</u>	<u>X</u>

The *Downtown Plan EIR* concluded that demand for utilities and public services resulting from development in the C-3 Districts under the *Downtown Plan* would not be significant. The project would fall within this development forecast. The *Downtown Plan EIR* analysis remains current and valid for future and project conditions. No analysis of community services is necessary in the EIR.

8. <u>Biology.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	—	<u>X</u>	<u>X</u>
*b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	—	<u>X</u>	—
c. Require removal of substantial numbers of mature, scenic trees?	—	<u>X</u>	—

The proposed project site is completely covered by existing building and paved surfaces. There are no rare or endangered species or animal habitats on site. These matters will not be discussed further in the EIR.

9. <u>Geology/Topography.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	—	<u>X</u>	<u>X</u>
b. Change substantially the topography or any unique geologic or physical features of the site?	—	<u>X</u>	<u>X</u>

Preliminary recommendations for foundation support of the proposed renovation of the Pacific I building have been provided by Treadwell & Rollo, Inc., California-registered geotechnical

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

engineers.¹ Together with the other sources referenced in this Initial Study, the information can be applied to the three buildings in the proposed project. Detailed foundation and structural design parameters would be established, as appropriate, throughout the various phases of project design. The design parameters would provide information and recommendations for the following items, as needed:

1. The characteristics of the soil beneath portions of the site to be excavated.
2. The appropriate type of foundations for the proposed structure, including reinforcement of foundations for the renovated building.
3. The design criteria for the recommended foundation and for the seismic upgrading of the buildings to remain on-site.
4. The estimated foundation settlement rate, particularly with regard to the foundation for the Pacific I building, which is above the layer of marsh deposit.
5. The necessary subgrade preparation for the lowest basement level of the Pacific I building.
6. The lateral pressures for any retaining walls needed by the new or renovated buildings.
7. The groundwater conditions in the areas of construction at the site.
8. The suitability of on-site soils for use as backfill.
9. The underpinning and shoring design values for adjacent structures that would be affected by the construction.

The site is at an elevation of approximately +20 San Francisco Datum (SFD), and slopes (less than one percent downgrade) to the east.^{2,3} The vicinity of the site is underlain by as much as 50 ft. of dune sand, less than 10 ft. of bay mud, 20 to 40 ft. of Colma sand, and about 100 ft. of undifferentiated clay and sand overlying the Franciscan assemblage bedrock about 200 ft. below the ground surface.⁴ The project site appears to be underlain by about 20 ft. of loose to medium dense sand (dune sand), three to five ft. of "weak, sensitive marsh deposit" (bay mud), and 34 to 36 ft. of medium dense to very dense sand (Colma sand) over at least 140 ft. of clay, silt and sand.⁵ Groundwater levels in the vicinity of the site typically have been measured at between 0 and -5 ft. SFD.⁶

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

The foundations of the existing Pacific I building appear to rest on dune sand. The mat foundations of the existing Pacific II building and the proposed Pacific III building are supported in the dense sand below the marsh deposit, in engineered fill, which replaced the marsh deposits in some locations, and on drilled piers extended through the marsh deposit where it was not removed. New spread footings and enlarged existing footings would be sufficient to carry the anticipated increased loads of the Pacific I building. Because the strength and density of the dune sand varies greatly, it will be necessary to determine the appropriate bearing pressure value after further exploration and analysis. For preliminary design purposes, however, a midrange value has been recommended that would allow for one inch of total settlement.⁷

Because the marsh deposit is weak and compressible, excessive settlement could occur from the imposition of the increased loads. To avoid this effect, the foundation would be well above the marsh deposit, thus limiting and distributing the stresses. No piles would be driven for temporary shoring or for permanent foundation support.⁸ Final recommendations for the foundation would be developed following site-specific subsurface investigation and analysis.⁹

Excavation of a portion of the site would extend to about 13 ft. below the ground surface (+7 ft. SFD) so that the enlarged footings could reinforce the existing foundation of Pacific I. No new excavation would be necessary to gain access to the two existing basement levels at the Pacific III location. Because groundwater would not be encountered during the excavation, dewatering would not be necessary. Shoring, and possibly underpinning, would be needed adjacent to the street. Less than 1,000 cubic yards of material would be excavated for the reinforcement of the existing Pacific I foundations. Removal of some excavated material from the site would be necessary because excavation and standard backfilling volumes are not expected to balance. Spoils would be transported by the most direct truck route to an as-yet-unspecified fill site.¹⁰

The site is not located in a Special Geologic Study Area for ground failure or hazards.¹¹ The site would experience strong groundshaking (D on the San Francisco scale) during a great earthquake (Richter magnitude 8+) generated by the San Andreas fault, which is located approximately 9 miles southwest of the project site.¹² The seismic stability of the sand underlying the vicinity of the project site is moderate; that of the mud layer is very low; of the Colma sand, moderate to high;

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

of the deeper clay and sand, moderate to moderately high; and of the bedrock, high.¹³ The site would not be inundated during the 100-year tsunami event, even if the event occurred at the year's highest tides (run-up to -0.8 ft. SFD), or during the 500-year, highest-tide tsunami event (run-up to +2.3 ft. SFD).¹⁴ For informational purposes, cumulative seismicity will be discussed in the EIR.

The project sponsor would follow the recommendations of the foundation and structural reports prepared for the excavation and construction on the site. The buildings would include earthquake-resistant design and utilize materials that meet the seismic engineering standards of the 1989 San Francisco Building Code. For new structures, applicable to Pacific III, the 1989 *San Francisco Building Code* is identical to the 1988 *Uniform Building Code*. For retrofitted structures, applicable to Pacific I and Pacific II, the 1989 *San Francisco Building Code* applies modified formulae to the 1988 *Uniform Building Code* to correct pre-existing conditions. The 1989 *San Francisco Building Code* is designed to allow for some structural damage to buildings, but does not allow for their collapse during a major earthquake (see also Mitigation Measures, pp. 34-35, regarding the project sponsor's emergency response plan).

Mitigation measures listed on pp. 34-36 of this document would be applied to this project. The project would not have a substantial effect on geology or topography; these issues require no further discussion in the EIR.

1. Treadwell & Rollo, Inc., Consulting Engineers and Scientists, letter report to Whisler-Patri, Architects/Planners, *Geotechnical Engineering Consultations, Pacific 1 Renovation, San Francisco, California*, R.D. Rodgers, GE732, and F.L. Rollo, GE733, 2 August 1991.

2. San Francisco Datum is 8.66 feet above mean sea level.

3. G.J. Burwasser, Geologist, EIP Associates, site observation, 23 September 1991.

4. J.C. Schlocker, *Geology of the San Francisco North Quadrangle, California*, U.S. Geological Survey, Professional Paper 782, Washington, D.C., 1974, 109 pages, 76 figures, 2 plates, map scale 1:24,000.

5. Treadwell & Rollo, 1991, op cit.

6. Treadwell & Rollo, 1991, op cit.

7. Treadwell & Rollo, 1991, op cit.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

8. R. Graziano, Whisler-Patri, telephone communication with G.J. Burwasser, EIP Associates, 24 September 1991.

9. Treadwell & Rollo, 1991, op cit.

10. J. Lindell, Dinwiddie Contractors, telephone communication with G.J. Burwasser, EIP Associates, 30 September 1991.

11. *Community Safety Element of the City and County of San Francisco Master Plan*, adopted by Resolution No. 7241 of the San Francisco City Planning Commission, September 12, 1974, 24 pages, 13 figures at various scales.

12. URS/John A. Blume and Associates, *San Francisco Seismic Safety Investigation*, San Francisco, June, 1974, 128 pages, 4 tables, 2 figures (no scale), 122 figures, scale 1:42,667. Groundshaking intensities were projected and classified on a five-point scale ranging from E (Weak) to A (Very Violent).

13. Schlocker, 1974, op cit.

14. A.W. Garcia and J.R. Houston, *Type 16 Flood Insurance Study: Tsunami Predictions for Monterey and San Francisco Bays and Puget Sound*, U. S. Corp of Engineers Technical Report H-75-17, Hydraulics Laboratory, U.S. Army Engineers Waterways Experiment Station, Vicksburg, Mississippi, November, 1975, 263 pages, including 2 tables and 240 figures, scale 1:24,000.

10.	<u>Water.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a.	Substantially degrade water quality, or contaminate a public water supply?	—	<u>X</u>	<u>X</u>
*b.	Substantially degrade or deplete groundwater resources, or interfere substantially with groundwater recharge?	—	<u>X</u>	<u>X</u>
*c.	Cause substantial flooding, erosion or siltation?	—	<u>X</u>	<u>X</u>

There is no permanent body of surface water on the site. The site is totally covered by the existing buildings and is impermeable.¹

The City is currently experiencing no sewer system problems in the project area. An efficient on-site drainage system would be provided, and runoff from the completed project would continue to drain into the combined City storm/sewer system and be treated prior to discharge to the Pacific

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Ocean. The storm/sewer system has adequate capacity to carry and treat runoff from the completed project site.²

Construction of the proposed sublevel for parking would not involve excavation below the water table; dewatering of the site would not be necessary. Any groundwater or stormwater seeping into the excavation would be removed through sump pumping, rather than through deep dewatering wells, because of the small amount of water involved.³

The quality of the surface runoff entering the storm/sewer system would not be altered by the contaminant load associated with the project. The driving surfaces of parking structures tend to contain high levels of suspended solids, as well as gasoline and other hydrocarbons, oil and grease, rubber, lead, and other automobile-related contaminants. These materials already exist in the urban environment on streets, drives, parking lots and parking structures such as the one at the Pacific III site. Various quantities of these contaminants are found in urban stormwater runoff. The proposed project would contain covered parking in the same location where it currently exists, and contaminants would enter the drainage system during periodic cleaning of the driving surfaces of the parking levels. The types of contaminants would be substantially the same as those washed from the City streets, although the ratios of particular materials in the contaminant load may vary. The volume of contaminants would not increase because no additional parking would be added to the site. The project would contribute to cumulative degradation of the quality of the water carried and treated by the system; however, the exact amount of each contaminant generated by the proposed project would be too low to be considered significant in itself. To the extent possible, oil separators or similar filtering systems would be included in the catch basin on site to reduce the project's contribution to the cumulative contaminant load being carried and treated by the City system. Catch basins would be cleaned and maintained at least as frequently as required by the Department of Public Works. The project would not have a substantial effect on hydrology; these issues will require no further discussion in the EIR.

1. G.J. Burwasser, Geologist, EIP Associates, site observation, 23 September 1991.

2. N. Lee, San Francisco Clean Water Program. Telephone communication with G.J. Burwasser, EIP Associates, 3 October 1991.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

3. J. Lindell, Dinwiddie Contractors, telephone communication with G.J. Burwasser, EIP Associates, 1 October 1991.

11.	<u>Energy/Natural Resources.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a.	Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	—	<u>X</u>	<u>X</u>
b.	Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	—	<u>X</u>	<u>X</u>

Annual energy consumption by existing uses on the site (i.e., office, wholesale apparel) is approximately 4.42 million kWh of electricity, 6,400 therms of natural gas, and 2.90 pounds of steam, equal to about 19 billion Btu at the point of use.^{1,2}

Remodelling of the existing structures would require an unknown amount of energy. Fabrication and transportation of building materials, worker transportation, site development, and building construction would require about 750 billion Btu of gasoline, diesel fuel, natural gas, and electricity, equivalent to 130,000 barrels of oil.³ Distributed over the estimated 50-year life of the project, this would be about 15 billion Btu per year, or about 20 percent of the annual building energy requirements.

New buildings in San Francisco are required to conform to energy conservation standards specified by Title 24 of the *California Code of Regulations*. Documentation showing compliance with these standards is submitted with the application for the building permit and is enforced by the Bureau of Building Inspection.

Table 1, page 24, shows the estimated operational energy that would be used by the project. Project demand for electricity during PG&E's peak electrical load periods, July and August afternoons, would be about 3,100 kW, an estimated 0.014 percent of PG&E's peak load of 21,397 MW.⁴ Project demand for natural gas during PG&E's peak natural gas load periods, January mornings, would be 80 million Btu per day, or about 0.002 percent of PG&E's peak load of about 4.1 billion cubic feet per day.⁵ Annual and peak daily electricity and natural gas consumption are shown in Figures 3 and 4, pages 25 and 26.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

TABLE 1
ESTIMATED PROJECT ENERGY USE^{1,5}

Daily Natural Gas Consumption²

Estimated natural gas consumption per sq. ft.	120 Btu ³
Estimated total daily natural gas consumption	514 Therms (51.4 million Btu)

Monthly Electric Consumption²

Estimated electrical consumption per sq. ft.	1.36 kWh (13,925 Btu) ⁴
Estimated total electrical consumption	593,962 kWh (6.1 billion Btu)

Annual Consumption

Estimated total annual natural gas consumption	187,800 Therms (18.78 billion Btu)
Estimated total annual electric consumption	7.1 million kWh (73.0 billion Btu)
Estimated total annual energy consumption	91.8 billion Btu (16,386 barrels of oil)

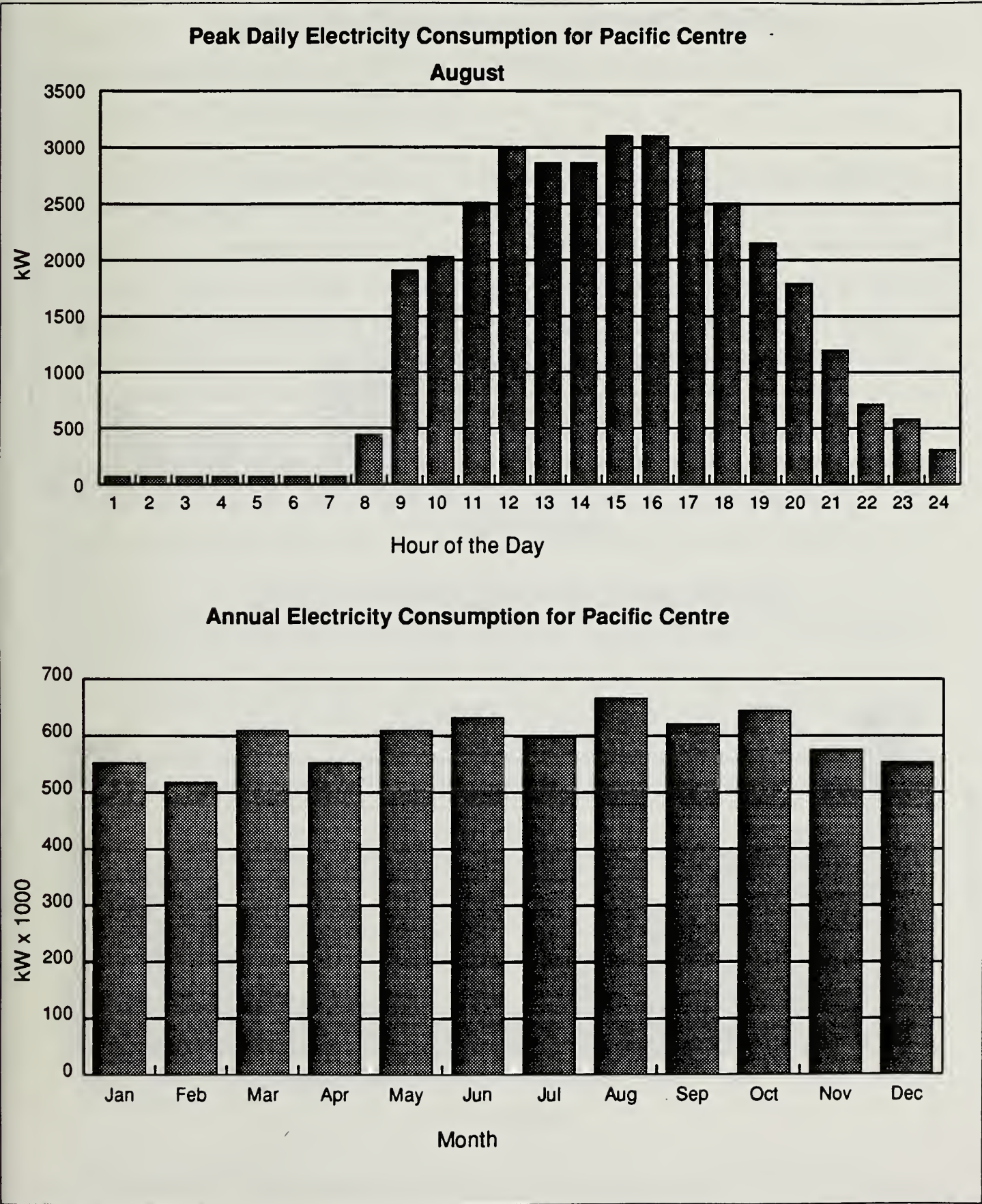
-
1. Energy use includes space conditioning, service water heating and lighting.
 2. Electricity and natural gas consumption was based on estimates made by EIP Associates. These calculations are available for review at the Department of City Planning 450 McAllister Street, San Francisco.
 3. Btu (British thermal unit): A standard unit for measuring heat. Technically, it is the quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit (251.97 calories) at sea level.
 4. Energy Conversion Factors:
 one kilowatt hour (kWh) = 10,239 Btu
 one therm = 100,000 Btu
 one barrel oil = 5,600,000 Btu
 5. Monthly and annual figures may not match due to rounding to three significant digits.

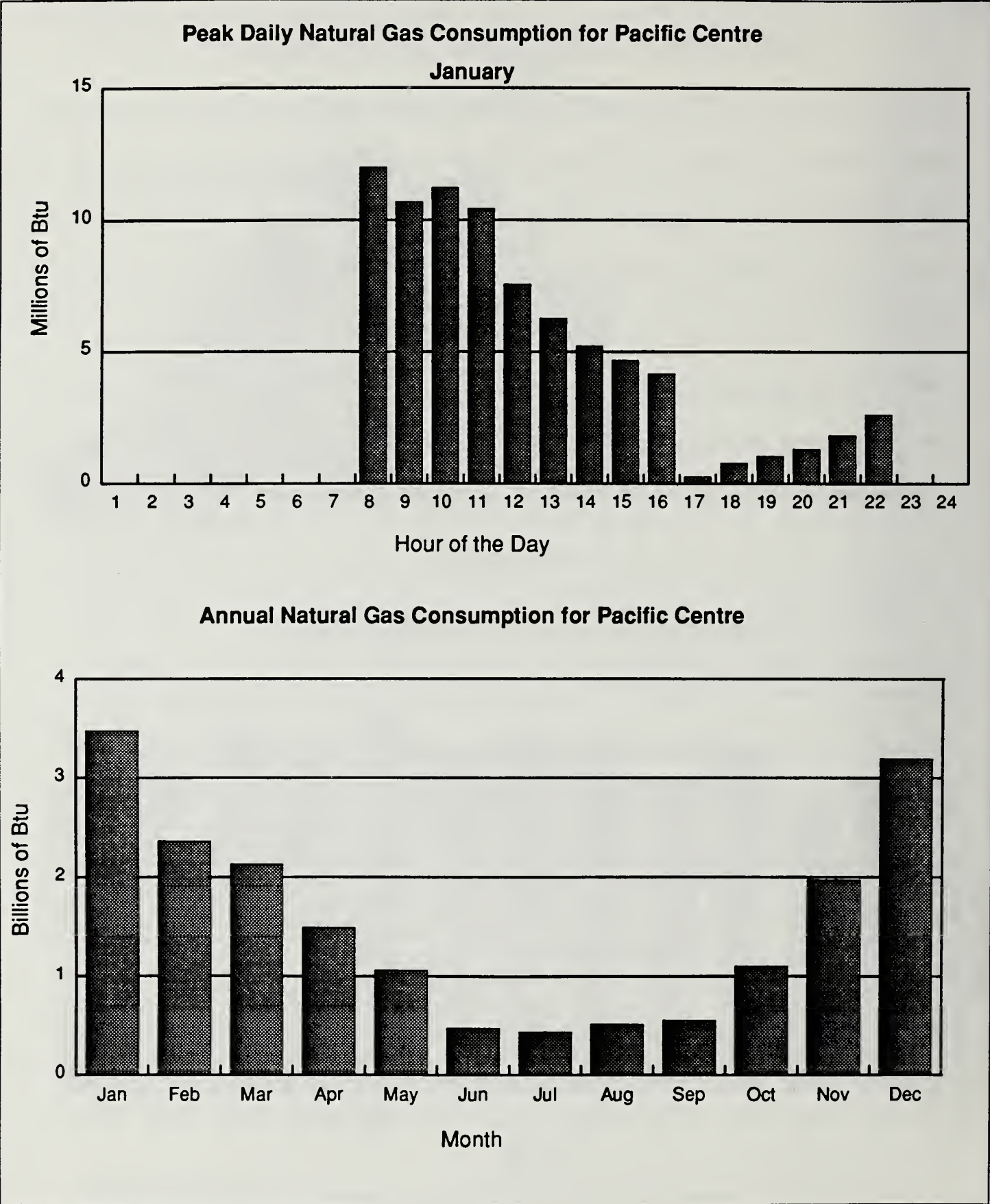
Source: EIP Associates.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

ESTIMATED ELECTRICITY PEAK DAY DEMAND
AND ANNUAL CONSUMPTION

FIGURE 3





Increased San Francisco energy demands to the year 2000 would be met by PG&E from nuclear sources, oil and gas facilities, hydroelectric and geothermal facilities, and other sources such as cogeneration, wind and imports. PG&E plans to continue receiving most of its natural gas from Canada and Texas under long-term contracts.

Project-related transportation would cause additional off-site energy consumption. Annual project-related trips (about 1,340,000 auto vehicle trips ends [vte], 540,000 bus person trip ends [pte], 87,000 train pte, 35,000 ferry pte, 160,000 jitney/van/taxi/motorcycle/charter bus pte, 790,000 BART pte, and 1,190,000 Muni electric pte) would require about 900,000 gallons of gasoline and 100,000 gallons of diesel fuel, and about 3.8 million kWh of electricity annually, as indicated in Table 2, page 28. These figures were calculated using data contained in the *Downtown Plan EIR*. The total annual transportation energy demand, converted with at-source factors to a common thermal energy unit, would be about 180 billion Btu, the energy equivalent of 32,500 barrels of oil. This projected use is based upon the mix of highway vehicles in California in 1992. Vehicle fuel use is expected to decrease as the vehicle fleet becomes more efficient and fuel more expensive. This topic, energy impacts, requires no further analysis and will not be discussed in the EIR.

1. Existing energy use is based on PG&E billings for 1989; at-point-of-use thermal energy, given in British thermal units (Btu), is based on information received from The Pacific Center, September 20, 1991.

2. The British thermal unit (Btu) is the quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit at sea level. The term "at-source" means that adjustments have been made in the calculation of the thermal energy equivalent (Btu) for losses in energy that occur during generation, transmission, and distribution of the various energy forms as specified in: ERCDC, 1977, *Energy Conservation Design Manual for New Non-Residential Buildings*, Energy Conservation and Development Commission, Sacramento, California, and Apostolos, J.A., W.R. Shoemaker, and E.C. Shirley, 1978 *Energy and Transportation System*, California Department of Transportation, Sacramento, California, Project #20-7, Task 8.

3. Hannon, B., et. al, 1978, "Energy and Labor in the Construction Sector," *Science* 202:837-847 (adjusted for 1991 dollars).

4. Pacific Gas and Electric Company, Form No. 10-K for the Fiscal Year Ending December 31, 1990, page 15.

5. Pacific Gas and Electric Company, Form No. 10-K for the Fiscal Year Ending December 31, 1990, page 19.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

TABLE 2
PROJECT-RELATED ANNUAL TRANSPORTATION ENERGY CONSUMPTION¹

	<u>Electricity (kWh)</u>	<u>Gasoline (Gallons)</u>	<u>Diesel (Gallons)</u>	<u>Total Btu (Millions)</u>
Auto/Taxi/Motorcycle/ Jitney/Charter Bus	---	908,503	---	127,190
BART	3,124,339	---	---	31,990
Muni Electric	635,735	---	---	6,509
Regional Bus System	---	---	83,678	13,388
SPRR	<u>---</u>	<u>---</u>	<u>20,648</u>	<u>3,304</u>
Project Total	3,760,074	908,503	104,326	182,382

1. The methods used to calculate these figures are described in detail in the *Downtown Plan EIR*, EE81.3, certified October 18, 1984, in Appendix N. The associated data are contained in Table 6 of that document. Calculations are also based, in part, on vehicle miles traveled (see calculations for the project on file at the Department of City Planning, Office of Environmental Review, 450 McAllister Street). Numbers may not add exactly to totals due to effects of rounding.

Source: EIP Associates.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

12. <u>Hazards.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	—	<u>X</u>	<u>X</u>
*b. Interfere with emergency response plans or emergency evacuation plans?	—	<u>X</u>	<u>X</u>
c. Create a potentially substantial fire hazard?	—	<u>X</u>	<u>X</u>

Asbestos-containing materials (ACMs) are present within an existing structure on site, which is proposed to be remodeled as part of the project. The Pacific Building (Pacific I) contains asbestos in insulation of pipes, boilers and water tanks, floor and ceiling tiles and building walls. Any alteration or demolition of the existing buildings necessary for the project must comply with State law, which requires a contractor, where there is asbestos-related work involving 100 square feet or more of asbestos containing materials, to be certified and that certain procedures be followed.¹ The project sponsor would require the project contractor to comply with State regulations for the removal of asbestos in the existing structures. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition. Such notification must include the names and addresses of operators and persons responsible; description and location of the structure(s) to be renovated or demolished, including size, age and prior use, and the approximate amount of friable² asbestos; scheduled starting and completion dates of demolition or renovation; nature of planned demolition and renovation and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects asbestos removal operations. In addition, the District will inspect any removal operation for which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow State regulations contained in 29 CCR 1926.58. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the properties where demolition and renovation are to occur must have a Hazardous Waste Generator Number assigned

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest, which details the hauling of the material from the site and its disposal (see page 35). Thus, asbestos removal would not cause public health hazards and requires no further analysis.

Once constructed, the project would not create a health hazard or be affected by hazardous uses.

The project would increase the daytime population in downtown San Francisco. Employees in the proposed building would contribute to congestion if an emergency evacuation of the downtown were required. An evacuation and emergency response plan would be developed as part of the project (see pages 34-35). The project's emergency plan would be coordinated with the City's emergency planning activities. These mitigation measures are proposed as part of the project; thus, this topic will not be discussed in the EIR.

The increased number of persons using the site would not substantially increase the fire hazard at the site because the project would be required to conform to the Life Safety provisions of the *San Francisco Building Code* and Title 24 of the *State Building Code*. The existing buildings on site, including the historic Pacific Building, would be renovated to meet current fire and seismic safety requirements.

1. Assembly Bill 2040, Asbestos 1985, added Section 24223 and Chapter 25 to Division 20 of the *Health and Safety Code*.

2. Friable: easily crumbled or pulverized.

13. <u>Cultural</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	<u>—</u>	<u>X</u>	<u>X</u>

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

- b. Conflict with established recreational, educational, religious or scientific uses of the area?
- c. Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the *City Planning Code*?

—	<u>X</u>	—
—	<u>X</u>	<u>X</u>

An archival cultural resources evaluation was prepared for the project by a registered archaeologist, and is summarized below.¹ Available documentary evidence suggests that there is a possibility that Prehistoric/Protohistoric archaeological remains may exist, or may once have existed, within the confines of the subject site. At the beginning of the historic era, the project area was situated in a relatively sheltered hollow, near a steep sand hill, close to the waters of Mission Bay and Mission Creek, as well as Yerba Buena Cove. Previous archaeological research in San Francisco suggests that the present project area and its immediate surroundings would have represented a generally favorable habitat for Native American hunters and gatherers. Before Anglo-Americans altered the natural topography in the second half of the 19th Century, Mission Bay, Mission Creek and Yerba Buena Cove teemed with a variety of floral and faunal resources.

All available evidence suggests that there is little likelihood of recovering cultural resources from the Spanish, Mexican, Early American or Early Gold Rush eras (1776-1852) within the confines of the project site. There is, however, the possibility that Later Gold Rush (1853-1857), and Late 19th Century (1858-1906) cultural resources may exist at one or more locations within the confines of the site. All archival data indicate that between 1776 and the mid-1850s the project area remained in a completely natural state, unoccupied and unexploited. With the population boom that accompanied the Gold Rush, the project area began to quickly fill with the area's first settlers. Following the completion of the filling and grading activities in the 1860s, the subject property developed rapidly. Accordingly, it is possible that architectural remains and/or related cultural features of significance, or potential significance, from the Later Gold Rush and or Late 19th Century eras may lie buried within the confines of the subject site. The project sponsor has agreed to Mitigation Measure 7, the implementation of which would protect such resources should they be encountered.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

The San Francisco Department of City Planning conducted a citywide inventory of architecturally significant buildings in 1976. In that inventory, approximately ten percent of the City's entire stock of buildings was awarded a rating for architectural merit ranging from a low of "0" to a high of "5." The total number of buildings which were rated from "3" to "5" represents less than two percent of the City's entire stock of buildings.

The Foundation for San Francisco's Architectural Heritage conducted a survey that assigned ratings to buildings in the C-3 district. The survey rated buildings from a high of "A" (Highest Importance) to "D" (Minor or No Importance). The criteria used in the evaluation were based on guidelines established by the National Trust for Historic Preservation, the National Register of Historic Places, and the State Historic Resources Inventory.

The *Downtown Plan* categorizes historically and architecturally significant buildings into either Category I or II (significant buildings) or Category III or IV (contributory buildings). Portions of the C-3 District have also been designated as Conservation Districts due to the substantial concentrations of buildings therein, that together create subareas of special architectural and aesthetic importance. It is the intent of the *Downtown Plan* that rated buildings and conservation districts would be protected within the C-3 area.

Two structures occupy the project site: the 1907 Pacific Building at the corner of Fourth and Market Streets, and the 22 Fourth Street building, constructed in 1980. The Pacific Building is a Significant Building-Category I in the *Downtown Plan*. Category I of the *Downtown Plan* includes 251 buildings considered of the highest architectural and environmental importance. This building is also rated "4" in the citywide inventory of 1976, and is rated "A" by Heritage. The 22 Fourth Street building is not rated. A portion of the proposed project site is in the Kearny-Market-Mason-Sutter Conservation District, as designated in Article 11 of the *City Planning Code*.

The interior of the Pacific Building would be extensively renovated for retail use, and would be integrated as a single structure with the adjacent 22 Fourth Street building and the proposed ten-story Pacific III building. During the remodelling phase of construction, the structures would be brought up to current seismic and fire safety standards. The project sponsor intends to rehabilitate and restore the north and east facades of the Pacific Building to resemble their original design and

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

use of materials. A permit to alter a significant building, pursuant to *City Planning Code* Sections 1111-1111.6, would be required prior to the commencement of construction.

This issue, architectural resources impacts and the permit process, will be discussed in greater detail in the EIR.

1. Archeo-Tec, *Archival Cultural Resources Evaluation of the Proposed Pacific Center Development Project, San Francisco, California*, June 1991. A copy of this report is on file and available for public review at the Department of City Planning, 450 McAllister Street, San Francisco.

C.	OTHER	<u>Yes</u>	<u>No</u>	<u>Discussed</u>	
	Require approval of permits from City Departments other than Department of City Planning or Bureau of Building Inspection or from Regional, State or Federal Agencies?	—	<u>X</u>	—	
D.	MITIGATION MEASURES	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Discussed</u>
1.	Could the project have significant effects if mitigation measures are not included in the project?	<u>X</u>	—	—	<u>X</u>
2.	Are all mitigation measures necessary to eliminate significant effects included in the project?	X			X

The following are mitigation measures related to topics determined to require no further analysis in the EIR. The EIR will contain a mitigation chapter describing these and other measures that would or could be adopted to reduce potential adverse effects of the proposed project identified in the EIR.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

MITIGATION MEASURES INCLUDED AS PART OF THE PROJECT:

1. A detailed foundation and structural design study would be conducted for the building by a California-licensed structural engineer and a geotechnical consultant. The project sponsor would follow the recommendations of these studies during the final design, excavation and construction of the project.
2. The project sponsor would require the general contractor to sprinkle demolition sites with water continually during demolition activity; sprinkle unpaved construction areas with water at least twice per day to reduce dust generation by about 50 percent; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soil, sand, or other such material; and sweep streets surrounding demolition and construction sites at least once per day to reduce TSP emissions. The project sponsor would require the general contractor to maintain and operate construction equipment so as to minimize exhaust emissions of TSP and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs (to reduce emissions) for equipment that would be in frequent use for much of the construction period.
3. An evacuation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services, to ensure coordination between the City's emergency planning activities and the project's plan, and to provide for building occupants in the event of an emergency. The project's plan would be reviewed by the Office of Emergency Services and implemented by building management insofar as feasible before issuance of final building permits by the Department of Public Works.
4. To expedite implementation of the City's emergency response plan, the project sponsor would prominently post information for building occupants concerning what to do in the event of a disaster.
5. A preliminary inspection of the existing buildings for asbestos has been made, and a final report will be prepared. Included in the final report would be a plan for the safe removal

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

and disposal of any asbestos found in the buildings exceeding allowable levels under applicable State law. A copy of this report would be submitted to the Bay Area Air Quality Management District (BAAQMD), and any other appropriate State agency, and evidence of this submittal transmitted to the Department of City Planning before the commencement of asbestos abatement. The project sponsor would comply with applicable State law regulating asbestos removal and disposal.

6. Should evidence of cultural or historic artifacts or features of potential significance be found during project excavation, the Environmental Review Officer (ERO) and the President of the Landmarks Preservation Advisory Board (LPAB) would be notified immediately, and any excavation which could damage such artifacts or features halted. The project sponsor would select an archaeologist to assist the Office of Environmental Review in determining the significance of the find. The archaeologist would prepare a report to be submitted to the ERO and the President of the LPAB containing an assessment of the potential significance of the find and recommendations for what measures should be implemented, including an appropriate security program, and a program for the preservation and recovery of any potential artifacts/features. The ERO would then recommend specific mitigation measures, including submittal of written reports to the ERO, if necessary.

Excavation or construction activities which might damage discovered cultural resources would be suspended for a total maximum of four weeks over the course of construction to permit inspection, recommendation and retrieval, if appropriate.

The archaeologist would prepare a draft report documenting the artifacts/features that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted. Copies of the draft reports prepared according to these mitigation measures would be sent first and directly to the Environmental Review Officer and to the President of the Landmarks Preservation Advisory Board for review. Following approval of the report by the ERO and the President of LPAB, a final report is to be sent to the California Archaeological Site Survey Office at Sonoma State University, the Foundation for San Francisco's Architectural

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Heritage and the State Office of Historic Preservation. The Office of Environmental Review shall receive three copies of the final archaeological findings report.

E. ALTERNATIVES

Alternatives to the proposed project include:

- A. No Project: The site would remain in its existing condition. There would be no renovation, seismic or architectural rehabilitation, or new construction. A variation of this alternative would be No Project, but would include seismic rehabilitation.
- B. Alternate Mix Project: A project with an alternative mix of retail and office.
- C. Smaller Project: A project with a smaller amount of retail and office space.
- D. Underground Transit Connection: A project with the same amount of retail and office space as the proposed project, and including a subterranean connection to the Powell BART/MUNI Station.
- E. Alternative Use Project: A project with retail and office space, and seven to ten movie theaters. This alternative would have the same gross square footage as the proposed project.
- F. Pedestrian Bridge: A project with the same amount of retail and office space as the proposed project, and including a pedestrian bridge connecting Pacific III with the Fifth and Mission parking garage.

These alternatives and their potential impacts will be discussed in the EIR.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

F. MANDATORY FINDINGS OF SIGNIFICANCE

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	—	<u>X</u>	—
*2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	—	<u>X</u>	—
*3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	—	<u>X</u>	—
*4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	—	<u>X</u>	—

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

G. ON THE BASIS OF THIS INITIAL STUDY:

____ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

____ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers __ in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

 X I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Barbara W. Sahm

BARBARA W. SAHM

Environmental

Review Officer

for

Dean L. Macris

Director of Planning

Date:

2/26/92

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

INITIAL STUDY DISTRIBUTION LIST

REGIONAL AGENCIES

Bay Area Air Quality Management
District
Irwin Mussen

Coalition for San Francisco Neighborhoods
Dorice Murphy

Joseph Cortiz

DKS Associates

CITY AND COUNTY OF SAN FRANCISCO

Landmarks Preservation Advisory Board
Vincent Marsh

Downtown Association
Lee Dolson

EIP Associates
Barbara Phillips

GROUP AND INDIVIDUALS

AIA
San Francisco Chapter

Environmental Science Associates, inc.

Food and Fuel Retailers for Economic
Equality
Doug Stevens

Artists Equity Association
Richard Mayer

The Foundation for San Francisco's
Architectural Heritage
Mark Ryser

Sunset Action Committee
John Bardis

Gensler and Associates
Peter Gordon

Bay Area Council

California State University - Chico
Albert Beck

Mayor's Office of Business
David Heindel, Real Estate Specialist

Bendix Environmental Research, Inc.

Sue Hestor

Blayney-Dyett
Michael Dyett

The Jefferson Company

Cahill Contractors, Inc.
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Pillsbury, Madison & Sutro
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Planning Analysis & Development
Gloria Root

G. Bland Platt

Capital Planning Department, UCSF
Bob Rhine

San Francisco Beautiful
Donna Casey, Executive Director

San Francisco Building & Construction
Trades Council
Stanley Smith

San Francisco Chamber of Commerce

San Francisco Convention and
Visitors Bureau
George D. Kirkland

San Francisco Labor Council
Walter Johnson

San Francisco Planning & Urban
Research Association (SPUR)

San Franciscans for Reasonable Growth
David Jones

San Francisco Tomorrow
Tony Kilroy

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Sierra Club
John Holtzclaw

Square One Film & Video

Tenants and Owners Development Corp.
John Elberling

Jon Twitchell Associates

Council of Community Housing Organizations
Calvin Welch

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Ann O'Neill

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Mary Stebbins

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333 Market Street Ltd. Partnership

Mosser Victorian Hotel

Bank of America, NT, SA

Humboldt Associates

San Francisco Redevelopment Agency

Hayes Hosiery, Inc.

San Francisco Bay Area Rapid Transit Co.

First Savings and Loan Association

San Jacinto Savings Association

790 Market Street Associates Ltd.

MEDIA

Associated Press
Bill Shiffman

KPOO - FM
Leland S. Meyerzone

San Francisco Bay Guardian
Patrick Douglas, City Editor

San Francisco Business Times
Tim Turner

San Francisco Chronicle
Martin Halstuk

San Francisco Examiner
Gerald Adams

The Sun Reporter

Tenderloin Times
Rob Waters

LIBRARIES

Document Library
City Library - Civic Center
Faith Van Liere

Environmental Protection Agency Library
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Stanford University Libraries
Jonsson Library of Government Documents
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